Unknown

From: gov.sarah@yahoo.com
Sent: Tuesday, January 01, 2008 6:17 PM
To: Mason; Janice L (GOV)
Subject: Letter

Hi J- happy new year!

When u find the time could u craft a college letter of recommendation from me, to your niece Elle Fuller. Thanks!

Sent from my BlackBerry® device from Cellular One

Unknown

From: Colberg, Talis J (LAW) [/O=SOA/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=TJCOLBERG]
Sent: Tuesday, January 01, 2008 12:22 PM
To: 'gov.sarah@yahoo.com'
Subject: Re: BP

Dear governor palin. Privileged or Personal Material Redacted

Privileged or Personal Material Redacted

Privileged or Personal . Happy new year. Talis.

----- Original Message -----

From: gov.sarah@yahoo.com <gov.sarah@yahoo.com>

To: Tibbles, Michael A (GOV); Colberg, Talis J (LAW)

Cc: Rehfeld, Karen J (GOV); PARNELL, S (GOV sponsored); Leighow, Sharon W (GOV); Leschper, Beth (GOV)

Sent: Tue Jan 01 09:24:37 2008

Subject: BP

Was it just coincidence the $379m from BP amount is the exact same amount already announced to go into the CBR?

Also, read an article on $4.5m in budget going towards planning new state museum? I need more details on that.

Sent from my BlackBerry® device from Cellular One

Unknown

From:	PARNELL, S (GOV sponsored) [/O=SOA/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=SRPARNELL1]
Sent:	Tuesday, January 01, 2008 11:53 AM
To:	'gov.sarah@yahoo.com'
Subject:	Re: Your JNU job posting

Nope, looks like press office "assistant."

----- Original Message -----

From: gov.sarah@yahoo.com <gov.sarah@yahoo.com>

To: PARNELL, S (GOV sponsored)

Sent: Tue Jan 01 11:40:14 2008

Subject: Re: Your JNU job posting

Good. It had better not be for head honcho in comm dept.

Sent from my BlackBerry® device from Cellular One

-----Original Message-----

From: "PARNELL, S (GOV sponsored)" <sr.parnell@alaska.gov>

Date: Tue, 01 Jan 2008 11:30:58

To:gov.sarah@yahoo.com

Subject: RE: Your JNU job posting

I just found it in today's paper. page F2, 7 columns over from left, under Admin Support Svcs/Office 4025.

It says "Office Assistant: The Office of the Governor is recruiting for a Press Office Assistant in the Juneau Office."

Unknown

From: Palin, Sarah (GOV sponsored) [govpalin@alaska.gov]
Sent: Tuesday, January 01, 2008 11:11 AM
To: PARNELL; S (GOV sponsored)
Subject: Fw: State of the State

----- Original Message -----

From: Tibbles, Michael A (GOV)

To: Palin, Sarah (GOV sponsored)

Sent: Tue Jan 01 11:02:39 2008

Subject: RE: State of the State

Your BP email did come through. The amount was interestingly a coincidence. After backing out interest penaties and and a $80 million piece that will be addressed separately, the BP amount came to $379.

The museum info, I will have Karen send you more but it is a combination of deferred maintenance and historical preservation. The state owned museum is not in good shape or adequate. I guess we have historical documents piled high. The water pipe that broke in the state office building flooded a lot of books and although it was in close proximity to our historical photo collection, luckily they were not harmed. The new museum would provide safe storage for many of these unreplaceable historic items.

Mike

-----Original Message-----

From: "Palin, Sarah (GOV sponsored)" <govpalin@alaska.gov>

To: "Tibbles, Michael A (GOV)" <mike.tibbles@alaska.gov>

Sent: 1/1/2008 10:45 AM

Subject: Re: State of the State

Got it this time! Thanks

Did u get my email asking about new state museum in Juneau? And re: $379m exact amount od surplus deposit in CBR being the exact amount of BP's settlement- was that just coinicidence?

----- Original Message -----

From: Tibbles, Michael A (GOV)

To: Palin, Sarah (GOV sponsored)

Sent: Tue Jan 01 10:24:42 2008

Subject: FW: State of the State

Governor,

For some reason I have not been able to send email to your yahoo account. I tried to send this three times and it bounced back every time. Please let me know if this comes through your alaska.gov account. Thanks.

Mike

From: Tibbles, Michael A (GOV)

Sent: Tue 1/1/2008 8:38 AM

To: gov.sarah@yahoo.com

Subject: FW: State of the State

This bounced back twice yesterday, not sure why. Please let me know if comes through.

Mike

From: Tibbles, Michael A (GOV)

Sent: Mon 12/31/2007 6:01 PM

To: gov.sarah@yahoo.com

Subject: FW: State of the State

I am resending this. The last one bounced back with an error.

Mike

From: Tibbles, Michael A (GOV)

Sent: Mon 12/31/2007 4:05 PM

To: Sarah Palin

Subject: State of the State

I have attached a copy of my first run at the State of the State. I wanted to get you something for the 2008 speech before the end of 2007. Anyway, let me know if you think it is on the right track.

I thought I would take a break from it today and read it over fresh tomorrow. On Wednesday, I thought I would have a small group made up of special assistants and Larry Persily help me fact check and test sensitivity and direction. There are some items in the draft that have not been made public yet. Two examples are Habitat and Health Care reform measures so I will be careful not to send it out.

Last year's speech was 4300 words and seemed a bit long. I tried to keep it shorter this time. This draft is now 3800 words, hopefully close to the 35 minute target I was shooting for.

Happy New Year!

Unknown

From: PARNELL, S (GOV sponsored) [/O=SOA/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=SRPARNELL1]
Sent: Tuesday, January 01, 2008 11:10 AM
To: 'gov.sarah@yahoo.com'
Subject: Re: BP

Revenue probably knew it was coming (or surmised it) when the savings plan was put together???? That's only a guess.

----- Original Message -----

From: gov.sarah@yahoo.com <gov.sarah@yahoo.com>

To: Tibbles, Michael A (GOV); Colberg, Talis J (LAW)

Cc: Rehfeld, Karen J (GOV); PARNELL, S (GOV sponsored); Leighow, Sharon W (GOV); Leschper, Beth (GOV)

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Sent from my BlackBerry® device from Cellular One

Unknown

From: Tibbles, Michael A (GOV) [mike.tibbles@alaska.gov]
Sent: Tuesday, January 01, 2008 11:03 AM
To: Palin; Sarah (GOV sponsored)
Subject: RE: State of the State

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Mike

-----Original Message-----

From: "Palin, Sarah (GOV sponsored)" <govpalin@alaska.gov>

To: "Tibbles, Michael A (GOV)" <mike.tibbles@alaska.gov>

Sent: 1/1/2008 10:45 AM

Subject: Re: State of the State

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From: PARNELL, S (GOV sponsored) [/O=SOA/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=SRPARNELL1]

Sent: Tuesday, January 01, 2008 11:33 AM

To: Sarah Palin

Subject: RE: Your JNU job posting

I just found it in today's paper. page F2, 7 columns over from left, under Admin Support Svcs/Office 4025.

It says "Office Assistant: The Office of the Governor is recruiting for a Press Office Assistant in the Juneau Office."

Unknown

From: gov.sarah@yahoo.com
Sent: Tuesday, January 01, 2008 9:25 AM
To: Tibbles; Michael A (GOV); Colberg; Talis J (LAW)
Cc: Rehfeld; Karen J (GOV); PARNELL; S (GOV sponsored); Leighow; Sharon W (GOV); Leschper; Beth (GOV)
Subject: BP

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Sent from my BlackBerry® device from Cellular One

Unknown

From: Tibbles, Michael A (GOV) [/O=SOA/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=MATIBBLES]

Sent: Tuesday, January 01, 2008 10:28 AM

To: govpalin@alaska.gov

Subject: FW: State of the State

Governor,

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Happy New Year!

Mike

Unknown

From: Chenega Master [master@chenega.dot.state.ak.us]

Sent: Tuesday, January 01, 2008 6:26 PM

To: vanKirk; Charles K (DOT)

Cc: sarah palin; leo.von scheben; Hardy; Dennis L (DOT); senator albert kookesh; representative kyle johansen; representative andrea doll; senator kim elton; representative beth kerttula; senator bert stedman; representative bill thomas; representative john harris; representative peggy wilson; Master; Chenega (DOT sponsored); Master; Fairweather (DOT sponsored)

Subject: AMHS Operating Plans 2008/2009 along with a few questions, thoughts,concerns, and ideas?

Mr. Chuck Van Kirk,

Happy New Year.

I am writing to voice my concerns regarding the most recent proposed operating plans for the AMHS fleet re-deployment in Summer 2008 through 2009.

As one of the Captains aboard the Fairweather you can probably understand why I am not in favor of the change of pulling the FVF Fairweather from the Summer Lynn Canal route. The Fairweather has been #1 over the past couple of years for having carried the most passengers and vehicles fleet wide. The public has been very happy with this vessels comfortable interior and greatly enjoys riding aboard it as well as the short transit times provided by it's speedy service along with morning departures from Juneau, (ABY), that get people up to Haines, (HNS), and traveling North on the highway by 1030 AM. I find it a bit frustrating when AMHS establishes or experiments with some new or different routes with some of our ships to only have the public get used to a schedule for 4 years with reliable Summer service, (ie; Fairweather), on set days of the week at set times of the day that they can count on and then we do a major change up of this type as shown in the 2008/2009 AMHS Operating Plan. This type of re-deployment of vessels causes a major disruption of service within the system that greatly affects the traveling public and businesses and I don't see it as an advancement or change for the better. I realize that every port would probably love to have day boat service with convenient day time departures and arrivals but this just isn't possible with our present fleet of vessels. I thought an FVF, (Fast Vehicle Ferry), was supposed to bridge the gap in Lynn Canal and take the place of the Lynn Canal highway and/or to cover for the time frame while the road was being built? The Fairweather is an excellent platform for this Lynn Canal corridor service and it's design is well suited to allow for a double run per day up and down Lynn Canal which equates to a larger slower boat capacity all within a day boat, (12 hr schedule), operation with reduced crew size and costs.

So I imagine this proposed new re-deployment of vessels will probably end up becoming reality so before I get to far along I have a few questions regarding some parts of the operating plan so hopefully I will more fully understand the reasoning behind some of the changes. I hope I am not coming across as being opposed to change since change is usually inevitable and as every one knows AMHS seriously needs some changes. We all know that AMHS definitely needs to tighten it's belt and try and save where it can by maximizing some of the efficiencies that are already available to us if some of our present vessels were utilized to there maximum potential and effectiveness by matching the best class of vessels to operate upon there most effective and efficient routes. This is something that can be done now to bridge the gap as new road connections become reality and new types of ferries are built and phased into the system to move AMHS ahead to become a more efficient transportation operation that the public can trust and

rely on and the crews can feel proud of.

#1 If the Malaspina is re-deployed to Lynn Canal, how will it be set up and what are it's effects on the other parts of the system?

a) Will it be a "Day Boat"? (How will crew levels be set?, will they run during the day and tie up at night - day crew/night cleaning & maintenance crew like FWX?)

b) Will it be based in HNS? (If the vessel is based here and departs in the AM South to JNU then people heading North up the Highway from HNS or SGY won't get going on the road until late in the evening which seems like an odd time to start driving on a big road trip for most people!)

c) If it is based in HNS what kind of a running schedule will it operate on? A 16 knot vessel like the Malaspina class can not cover the ports of JNU,HNS and SGY on a full round trip sailing schedule within a 12 hr period so either some ports and route connections will not be possible with this type of vessel operating as a day boat with a single crew or it will have to run 16 - 18 hrs per day and operate with a fully staffed crew? If this were the case operating with a full crew aboard I don't see any savings from the Fairweather costs. In fact it will cost plenty more to operate a full size, (408'), mainliner as a day boat even if the USCG allows some reduction in crew size. In comparison the Fairweathers daily costs are about the same as they are for the 235' LeConte and Aurora class vessels but with twice the speed allowing it to bridge greater distances in a short time frame. So in essence the public will end up having to go back onto the slow boat schedule for longer transits between the ports that were previously served by convenient fast ferry day boat service? This type of route is ideal for an HSC since they are mainly designed to be most efficient on short to medium distance routes with high volume traffic flow. Out of all the routes in the system the Lynn Canal route fits this description and the FVF Fairweather HSC class vessels are best kept on this route. A high speed craft day boat can't be put onto the Bellingham route due to it's distance of route and not having any staterooms. But a large 16 knot ship with overnight accommodations for handling long distance passage type routes is ideal and the Malaspina fits that description. The Malaspina never had the SOLAS upgrades done aboard it so it cannot operate into a foreign port, (ie; Prince Rupert). But it can operate through foreign waters which works out excellent for operations on the Bellingham route.

d) Last but not least by re-deploying the Malaspina onto the Lynn Canal route the system looses a much needed vessel on the previously established second vessel sailing to/from the port of Bellingham. This second vessel has been operating for the past 5 years along with the Columbia on the Bellingham run since the Columbia had previously been selling out weekly over the Summer and the system was turning away traffic/commerce that wanted to get North to Alaska via Ferry. So as this extra ferry was added to take up the slack it started out with light to medium loads but as it established itself the loads have steadily increased with 50%-75% loads over most of the Summer season. So I think going back to a single Bellingham ship, (Columbia), once per week is a move back words in providing a service to the public as well as bringing in revenue for the system.

#2 With the Fairweather being re-deployed onto the JNU/SIT/JNU run 5 days per week what effects will this have for the FWX and other vessels within the fleet?

a) Past Fairweather JUN/SIT Summer loads have generally been light so going from the previous 2 or 3 days to Sitka per week to 5 for the Summer season doesn't seem very cost effective unless some of the other ships in the fleet are re routed off the Sitka route.

b) If other ships are taken off the Sitka route so the FWX can haul there loads then this will justify the added runs between Juneau, (ABY), and Sitka, (SIT). This would also free up those main line vessels

that don't stop in Sitka to add additional runs elsewhere within the system possibly using the added available remaining time they will have in there schedule each week. Also, without those mainline vessels not having to run through Sergius Narrows to Sitka they will eliminate the variable that was caused in the schedules in having to make the transits at or near slack water. These main liners would then only have to contend with the lack of enough water depth, (Most mainline ferries require a minimum holdover of tidal stage to safely transit Wrangell Narrows), depending on the tidal stage for transits of Wrangell Narrows as being the only real variable for there schedules. So there could be some positive outcome from having the Fairweather running more to Sitka as long as other scheduling changes are made within the fleet between certain vessels and coordinated to maximize the use of the added runs on the FWX schedule.

#3 With the Fairweather being re-deployed onto the JNU/PSG/PSG run 2 days per week what effects will this have for the FWX and other vessels within the fleet?

a) This run in the Summer always could have been a possibility once or twice a week for the FWX as a supplement to the schedule if it could be coordinated to fit with other vessels to allow routing of passengers for through traffic directly to or from PSG and ABY and connecting with other vessels that may be destined for other ports?

b) One possibility is if a North bound main liner say from Bellingham or Prince Rupert had stopped through PSG and dropped off passengers that were headed North to JNU or HNS or SGY. The Mainliner could then head North West towards SIT and then to JNU. This takes an extra day for passengers headed for JNU via that routing so if they got off the ship in PSG within a few hours of our arrival from JNU then they could ride the FWX North bound direct to JNU and/or catch the day boat up Lynn Canal the next day if that is there eventual destination. The same could happen the other direction if a mainliner or the Lynn Canal day boat brings passengers and vehicles South to JNU then we could take some of those people South to PSG to connect with either the IFA ferry at South Mitkof or possibly get picked up on the next South bound mainliner that was coming South via Sitka to PSG and servicing other Ports to the South?

So these are just a few thoughts to consider as well as some questions on how some of this new plan may play out depending upon the particulars of how it is all synchronized and put together for full operation.

Before I finish I would like to throw out some possible modifications/changes to this new re-deployment plan to possibly reduce some of the impacts that it may have on other parts of the system, (vessels in the fleet), and it's communities that are served.

Columbia - No Change, keep this largest vessel in the fleet on the Bellingham run schedule with the usual Sitka Stop S/B and Friday departures out of Bellingham. Also as the loads have been increasing out of Bellingham in the Winter months over the past few years I think at times when the run is sold out, (like when the smaller Malaspina or Matanuska is put on the Bellingham Winter run especially around Thanksgiving and Christmas), we have been turning away potential traffic/revenue that could have been accommodated if the Columbia was utilized year round or at least for 9 months of the year. It also has more comfortable interior accommodations as well as a sit down dining room that the locals enjoy when they get a chance to travel aboard the Columbia as well as a much better ride during the rough Winter weather open water transits.

Matanuska - Put this vessel on the Bellingham run to take the place of the Malaspina's past running schedule that was established by the Malaspina over the previous 5 years. This is a much needed run to

continue with as noted above. The Matanuska in the past and present has been deployed on the Prince Rupert route. The Matanuska has been under utilized on the Prince Rupert run since traffic from that port has been declining and has been very light over the past 10 years even in the Summer. Operate the Matanuska with the Sitka stop on it's N/B voyage opposite of the Columbia's Bellingham schedule staying with the original Tuesday departures out of Bellingham.

Taku - Keep this vessel on the Prince Rupert run with 3 stops there weekly. This vessel is perfectly suited to handle the loads and it is a SOLAS vessel so it is not a problem for the YPR run. This could be done by running YPR/KTN/WRG/PSG/JNU and return. This would take approximately 28 hrs including port time and with turn a rounds in JNU and YPR this would equal 56 hrs for a full round trip x 3 equals 168 hrs which equal 7 days per week times 24 hrs per day. So it could work. The JNU turnaround would then allow the Malaspina day boat to take the Taku load North to the Lynn Canal ports. This extra stop each week in YPR would make up for the Matanuska not running there and if needed the Matanuska could possibly make a stop N/B from Bellingham at YPR to pick up additional traffic. It does make for a loading headache in Bellingham at times for the YPR stop but this stop on the Bellingham route has been done before and the Matanuska is SOLAS so it is not a problem to go into YPR as would have been a problem if the Malaspina was on the Bellingham run.

Kennicott - If the running of this vessel for 2 weeks only and then tie up in KTN for 2 weeks during the Summer on the cross gulf service is the plan then on one of the passes through S.E. Alaska it could run into YPR to bring additional loads North possibly to PSG where the FWX would then take them on to JNU? I thought this vessel had good loads on the past few summer cross gulf runs to justify it's operation all summer on a full running schedule so it seems a mystery why we are only wanting to run it half the time under the new operating plan but I guess we all have to make sacrifices some where to try and save some money within the system! Somehow tyeing up vessels in the busy Summer season just doesn't seem like the place to make cuts in the budget?

LeConte - Keep this one as a day boat out of the JNU base running to the out ports and villages daily. Create a consistent and reliable schedule for it's Summer and Winter operation and then leave it's schedule alone for a few years. It doesn't have to contend with any tides or currents along it's day boat route so there is no reason we can't have a steady and consistent schedule for this vessel that the public can count on and make there travel plans around.

Malaspina - North Lynn Canal route, (day boat?). As noted above in voicing my concerns I don't fully agree with this vessel being re deployed onto this route in place of the FWX but if it has to happen then some of my other notes of modifications to the vessels of the fleet could possibly mesh together and there may then be some viability in the operating plan. For maximum convenience to the public it would be nice to base the Malaspina in Juneau-ABY to allow for morning departures like when the Malaspina was used on this same route for 2 Summers approximately 5 years ago. I realize there is limited dock space but with proper scheduling of other vessels in and out of ABY it could be a possibility. If the vessel was staffed with a limited size, (actual day boat crew), and was only able to operate 12 hrs per day with a night cleaning and maintenance crew aboard at night like the FWX then it's route each day would be limited. It would probably have to go ABY/HNS/ABY on one day and then ABY/SGY/ABY the next day alternating through the week with no inter port service running between Haines and Skagway? If the vessel is based in HNS as I believe is the plan then runs between HNS and SGY are possible and the eventually a run would be made from HNS to ABY and return. Of course if it is run as a day boat with limited crew then options on routing within a 12 hour day become very limited so the effective use of the vessel verses the costs have to be heavily weighed in these circumstances. With a fully staffed vessel then it would have the potential to run the full Lynn Canal route stopping at all the ports both North and South and making the run daily all summer, (16-18 hrs required for the full route @ 16 kts with port time included), as it did approximately 5 years ago before the Fairweather was

constructed. So the options have to be looked at carefully and once it is established if it works out then it should be left in place for another consistent route even if it's only a seasonal boat route at least the public can make plans around it well in advance.

Fairweather - As noted in my above comments I'm not wild about the planned re deployment of the Fairweather off the Lynn Canal run and having it's new route as ABY/SIT/ABY x 5 per week plus ABY/PSG/ABY x 2 per week. But if this is what we have to work with then the rest of the fleet schedules need to be adjusted to drop some of the Sitka runs to have the FWX carry those loads out to Sitka as a feeder vessel from the ABY hub to justify all those runs on a route that over past Summers hasn't generally carried very much traffic while serviced by the FWX. Also meshing a mainliner near or around one of the weekly runs from ABY to PSG could produce a reasonable direct access route with that traffic North to ABY and eventually up the Lynn Canal the following day from the day boat Malaspina? Another option for the PSG route since there is enough time in the schedule would be to make a stop in KAKE. On one trip we could swing in to Kake South bound on the way to PSG and then on the next trip make the stop Northbound from PSG to Kake. So there are many options for this vessel. The same thing could be done eventually at Hoonah with minor dock modifications or if the dock was set up properly in Angoon with a ramp on a floating stern berth we could provide service there with the Fairweather. So the speed of these vessels can connect great distances in relatively short time to allow many options and still keeping within a day boat operation with limited hours of operation and limited crew size. A very flexible flyer of which it's full potential is still being under utilized.

Lituya - Stay with it's designed KTN/MET/KTN routing with multiple sailings per day especially in the Summer months. I think the denial of the sale of the Saxman seaport facility property could actually turn out to be a good thing. If we would have ended up with another small separate terminal to maintain as well as shifting terminal staff from the main KTN terminal out to Saxman and back many times per day seems a bit ridiculous to only service one vessels needs. Once the full Waldon Pt./Annette Bay road project and dock are in full operation they create such a savings in vessel run time on that route that the difference of :15-:20 minutes saved by making the stop at Saxman seaport dock as opposed to running to the main KTN terminal dock doesn't quite seem worth the cost that would have to be invested into more dock infrastructure to make it all work out.

Tustumena - Even after 40 years this vessel still seems to fit the route for the South West system and Prince William Sound routes. Eventually a replacement will have to be considered and it's great that we do have the Kennicott which is an Ocean rated vessel like the Tusty and can also fill in on some of the routes and access some of the same ports if relief is needed on some of those runs. So no changes here since the schedules have generally been steady and reliable unlike the weather.

Chenega - This High Speed Craft, (HSC), vessel is working out great in Prince William Sound running out of the base port of Cordova each day serving the ports of Valdez and Whittier daily but in alternating directions each day. This service has been well received with good loads for most of the Summer. It operates in a day boat fashion set up like the Fairweather for it's hours of operation and crewing size. This vessel works out great on the seasonal PWS route and then as Winter relief on the S.E. Alaska routes while the Fairweather is out of service for it's annual shipyard maintenance.

Aurora - This vessel gives added service in Prince William Sound in the Summer months based out of the Port of Valdez providing a daily connection to Whittier. I believe this schedule has been working reasonably well although I'm not sure with the Chenega running in the sound also and servicing all the main ports in PWS daily that this extra service is fully justified. The vessel may provide better service else wear within the system although at this time I'm not sure where that might be! The Aurora does serve as an excellent Winter vessel for the PWS area, (while the Chenega is in the shipyard or covering for the Fairweather), since it is a steel vessel and can deal better with the rough weather and the ice

encounters that are experienced along the PWS routes.

So these are some of the possible potential adjustments/changes that I think should be considered if the new proposed AMHS Operating Plans are going to be put into action. I feel that some of the ideas may lessen the impact that may occur if the presently proposed operating plan for 2008/2009 is put in place.

In all reality to really get this operation on track I feel we need to stop chasing all the different needs of all the different user groups which ends up sending the vessels on constantly changing routes with limited or no consistency from year to year and season to season. Having no reliable consistency is where I think the heart of a lot of our problems stem from. When Alaska Airlines services most towns in Alaska they have steady year round core schedules that don't change. During the Spring and Fall shoulder months as service needs increase or decrease additional flights are added or are taken away as service needs dictate. And in the Summer months they ramp up to full operation to by adding extra seasonal flights to handle the additional loads. But the base core routes that run in the Fall, Winter, Spring and Summer never changes those routes are always a constant. The only changes occur during the addition of extra routes that are in addition to the base core schedule routes. And then of course the same thing goes for the full ramp up of added aircraft and routes during the peak load requirements of the Summer. This is exactly what the AMHS needs to try and get into place on our scheduling. Consistent and reliable service. These schedules should be steady year in and year out with a reliable and steady core route system of Winter service and then seasonal ramp up/ramp down on the shoulder season with full phase in of the fleet during the entire Summer season, (May 1 - September 30). With this consistent and reliable core scheduling all users have something they can make plans around and we don't have to keep altering our schedules to chase everyones needs. Then the public and commercial businesses can make there plans around our consistent and reliable schedules just like they do with the airlines. With steady and consistent schedules it will be easier to get the sailing schedules printed and out to the public in a timely manner since there won't really be many changes from year to year other than seasonal changes on routes. This would also assist in making planning for shipyard dates well in advance easier and more cost effective for all involved and effected by these transition periods which at times can create great disruption within the system which eventually can have an effect on the public and the crew that staff the vessels. Because just like with the airlines it doesn't matter which model Boeing 737 we are traveling on for a route between towns it still gets you from A to B. The same should go for our ferry schedules. We have a versatile fleet with doubles of many of our vessel types which will usually allow for us to always have a vessel to cover a particular run while the sister ship is in the shipyard or is in a layup period. So just because the name of the vessel that may cover a particular route may change the times and days of the week on the routing and schedule shouldn't.

Thank you for hearing me out and hopefully you will consider some of my thoughts and ideas for creating a viable and workable operating plan that will best serve the needs of the traveling public and businesses with consistent, reliable and efficient service along the routes and ports served by the Alaska Marine Highway System.

Sincerely,

Captain Kurt G. Gucker
HSC - Fairweather
1/1/2008

Unknown

From: Tibbles, Michael A (GOV) [/O=SOA/OU=FIRST ADMINISTRATIVE GROUP/CN=RECIPIENTS/CN=MATIBBLES]

Sent: Tuesday, January 01, 2008 8:40 AM

To: gov.sarah@yahoo.com

Subject: FW: State of the State

This bounced back twice yesterday, not sure why. Please let me know if comes through.

Mike

From: Tibbles, Michael A (GOV)
Sent: Mon 12/31/2007 6:01 PM
To: gov.sarah@yahoo.com
Subject: FW: State of the State

I am resending this. The last one bounced back with an error.

Mike

From: Tibbles, Michael A (GOV)
Sent: Mon 12/31/2007 4:05 PM
To: Sarah Palin
Subject: State of the State

I have attached a copy of my first run at the State of the State. I wanted to get you something for the 2008 speech before the end of 2007. Anyway, let me know if you think it is on the right track.

I thought I would take a break from it today and read it over fresh tomorrow. On Wednesday, I thought I would have a small group made up of special assistants and Larry Persily help me fact check and test sensitivity and direction. There are some items in the draft that have not been made public yet. Two examples are Habitat and Health Care reform measures so I will be careful not to send it out.

Last year's speech was 4300 words and seemed a bit long. I tried to keep it shorter this time. This draft is now 3800 words, hopefully close to the 35 minute target I was shooting for.

Happy New Year!

Mike

Unknown

From: Governor Sarah Palin (GOV sponsored) [governor@alaska.gov]
Sent: Wednesday, January 02, 2008 8:37 AM
To: Smith; Lynne M (GOV)
Subject: FW: Milken Institute - A Year in Review

From: Milken Institute [mailto:milkeninstitute@lists.milkeninstitute.org]
Sent: Monday, December 31, 2007 4:52 PM
To: Governor Sarah Palin (GOV sponsored)
Subject: Milken Institute - A Year in Review

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[x] Milken Institute

A Year in Review

It has been a banner year for the Milken Institute, far surpassing the ambitious goals established at the end of last year and setting the bar high for 2008. Throughout the year, it has been a pleasure to share our work with you and our growing network of supporters and collaborators, here in California, throughout the U.S. and around the world. Our research teams have provided an impressive output of timely, relevant and original analysis and, with the able assistance of the operations staff, provided creative solutions and policy recommendations that are building prosperity around the globe.

Because of our growing expertise in a variety of fields, we have organized our resources around an array of research centers, each dedicated to being the hub of financial and policy innovation in a specific area of interest. A selection of accomplishments from these centers is included below.

Center for Regional Economics
The Center for Regional Economics continues to provide key economic analysis in the areas of U.S. job growth and sustainability. Research insights into national and regional trends affecting entrepreneurs and high-tech wage earners in particular are available in the increasingly popular Best Performing Cities Index and Cost of Doing Business Index. Both of these are used by economic development policy makers across the country in evaluation and strategic planning and by industry and business leaders in investment and growth planning.

Center for Global Capital Markets
The Center for Global Capital Markets began the year on one hot topic – hedge funds – with its report, Hedge Funds: Risks and Returns in Global Markets, and ended the year on another: sub prime markets. A three-part series of articles, which includes Despite Foreclosures, Subprime Lending Increases Homeownership, warns federal regulators that undoing financial innovation in the mortgage markets will roll back access to the

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American dream of homeownership for many. Rounding out the busy year, the center hosted a Financial Innovations Lab on Catastrophic Risk: CAT Bonds and Beyond in New York, with results and insights to be available in 2008.

Center for Emerging Domestic Markets
The Center for Emerging Domestic Markets continues to provide top-line analysis for this area, including the release of Emerging Domestic Markets: Increasing Capital by Improving Data which offers policy guidelines for a comprehensive data consortium to standardize and ultimately increase the access to capital for the economic development engines available in emerging domestic markets.

Israel Center
The newly launched Israel Center has had a truly remarkable first year. In addition to the policy papers by Koret Milken Institute Fellows, the center published a report on Financial Innovations for Economic Recovery and Development in Northern Israel. Subsequently, the Koret Foundation's Philanthropic Fund has provided a $1 million grant to the Milken Institute to develop an infrastructure bond that will aid reconstruction in the war-damaged region of northern Israel.

Additionally, the Israel Center held a Financial and Policy Medical Innovations Lab in Israel with leading medical researchers and representatives of the Israeli and U.S. bio-tech industry. The event was requested by President Shimon Peres' office and funded with support from the Horowitz Foundation. President Shimon Peres and Milken Institute Chairman Mike Milken opened the event and Prime Minister Ehud Olmert joined at the end of the day to listen to the recommendations and answer questions. Several ideas for increasing access to capital in this promising sector were proposed during the lab and we continue to work with the President's staff and our other partners in Israel on implementation.

Center for Health Economics
Gathering our research efforts and expertise around health economics was long overdue, and well worth it. In addition to our continuing examination of health-sciences clusters and our work with various states to develop economic road maps in this important industry, the center released An Unhealthy America: The Economic Burden of Chronic Disease. This groundbreaking report provides a first-ever comprehensive look at the growing impact on the economy of seven chronic diseases, and what we can do to roll-back the burgeoning costs through prevention and screening. The report was covered by Bloomberg, CNBC, the New York Times, and many other national and regional media outlets. The Milken Institute has briefed the National Association of Governors, as well as leading industry and business associations on the findings. We look forward to being a resource in the area of chronic disease economic impact in the upcoming election year as candidates continue to seek information for understanding healthcare issues

California Center
At this year's State of the State Conference, we announced the launch of the California Center, dedicated to providing analytics, evaluation and recommendations to help ensure the state's long term prosperity. In addition to hosting the conference, a premier public policy gathering, the center has published an Initial Examination on Reforming the California Lottery, at the request of the Office of the California Assembly Speaker. The Center also held a daylong working group with the Brazilian State of Santa Catarina to help leaders in both regions exchange ideas and explore potential areas of collaboration, a project that will continue into the New Year. Current activities also include an analysis of the subprime fallout in California; a look at the economic impact of the new digital economy, including a look at the underlying issues impacting digital entertainment rights; and an update to the State Science and Technology Index,

the global capital markets limits the negative impact of a possible increase of Japanese interest rates."
Glenn Yago, director of Capital Markets, *Il Sole 24 Ore*
March 11, 2007

"Once again they're going to be reminded that they haven't made enough of a transition from an agricultural-based economy to one that's based more on knowledge and professional jobs."
Ross DeVol, director of Regional Economics, *Sacramento Bee*
May 1, 2007

"A regulated market - complete with monitoring, emissions caps and audits - will foster a transparent carbon trading mechanism where the mishaps found by the Financial Times are the exception, not the rule."
Glenn Yago, director of Capital Markets, Letter to the Editor, *Financial Times*
May 2, 2007

"In the lifetime of my generation, most of the diseases we are dealing with, if not cured, should be turned into treatable chronic diseases."
Greg Simon, President, *FasterCures*, *Kansas City Star*
May 12, 2007

"We eat our own fruits and vegetables. Why not buy California bonds? Why not pay ourselves interest at the same time we build more schools, levees, highways and ports?"
Ross DeVol, director of Regional Economics, *Los Angeles Times*
June 5, 2007

"The state's northwestern corner, once a backwater known for trout fishing and Ozark Mountains tourism, was transformed in the 1980s and 1990s as Bentonville-based Wal-Mart

with particular emphasis on examining California's potential to be a national leader in clean technology.

SAVE

Now in its second year, the Strategic Action Volunteer Effort has continued to bring together leaders in industry, finance, academia and policy to help solve some of nation's most complex issues. The current focus is on energy independence. SAVE visited with House and Senate members to educate them on a Cap-and-Trade Program Design for Greenhouse Gases and on the specific ideas compiled during a Financial Innovations Lab on Energy Independence. SAVE also held a Financial Innovations Lab with Sandia National Laboratories to provide a critical look at the viability of clean technologies currently available and under development. The results of this Lab will be available in 2008.

SAVE will continue to be at the forefront of policy and financial market solutions to fight the negative impacts climate change and maximize the opportunities in new energy industries. In our tradition of bringing successful financial technologies to new markets, we are currently working on the development of a regional carbon market in China

FasterCures/The Center for Accelerating Medical Research

As a testament to its ongoing success, FasterCures has been the recipient of several generous grants from renowned institutions including the Robert Wood Johnson Foundation, the Bill and Melinda Gates Foundation and the Sumner Redstone Charitable Foundation. The grants target several programs, including TRAIN, The Redstone Acceleration and Innovation Network, and FasterCures philanthropic advisory services. TRAIN's mission is to further expand nonprofit research working to defeat a variety of diseases.

I hope you were able to join us for our 10th annual Global Conference. Our best gathering to date, the event brought together 3,000 participants from 60 nations for more than 120 sessions. We have already begun lining up the 2008 program and, as we have decided to limit attendance this year for the comfort of participants, we encourage you to register as soon as possible.

And as always, we are pleased that The Milken Institute Review remains an accessible and sometimes irreverent look at topical issues, off-the-beaten-path analysis and ideas that you may have overlooked. Some of this year's most popular articles were "The Ethanol Boondoggle: who's kidding who?" from the January edition and "Traffic Congestion Pricing: what works and what doesn't" from the October edition. Be sure to check online if you missed any issues this year.

While the above examples are only a sampling of this year's accomplishments, I think you will agree that every year we grow in our ability to provide world-class analytics and, more important, the ability to turn ideas into real-world solutions. We thank you for your continuing interest and support in the work that we do.

As a publicly supported, non-profit organization, our work is made possible by people like you. We invite you to join our efforts to build new industries, generate jobs, improve capital markets and create opportunities for people worldwide by supporting our organization. Please contact Jared Carney, Director of Marketing and Program Development at jcarney@milkeninstitute.org or (310) 570-4676 for more information.

From all of us at the Milken Institute, we wish you a healthy, insightful and prosperous New Year.

Sincerely,

grew into the world's largest retailer"
Kevin Klowden, managing economist, *Bloomberg*
June 15, 2007

"Israeli high-tech is vulnerable because multi-national companies control most of the production capacity, the IP in Israel, and a growing part of income and profits in the industry. High-tech profits are not returning to the Israeli economy.
Glenn Yago, director of Capital Markets, *Globes*
July 27, 2007

"If you reduce the cost of maintaining unhealthy behaviors or lifestyles, what incentive do you have to change?"
Ross DeVol, director of regional economics, *Washington Post*
November 11, 2007

"Limiting the terms of credit will limit its availability."
Jim Barth, senior finance fellow, and Peter Passell, senior fellow, "In Defense of 'Hybrids,'" *Wall Street Journal*
December 6, 2007